

26 February 2001

MEMORANDUM FOR RECORD

SUBJECT: Minutes of the Tri-annual Malfunction Review and Safety Analysis Board Conducted on 21-22 February 2001.

1. CW5 Art Waldo, ADFSD, Ft Lee, convened the board, and made administrative remarks. Electronic registration is encouraged, as it saves us all money and time. Group breakdown sessions should result in concrete analyses and decisions. Surplus copies of airdrop manuals are available at the front table. Take all you can use. 160 joint service personnel were in attendance.
2. MSG Al Wagner, USAF Liaison ADFSD, gave additional administrative facility usage remarks, stated all messages are going out on the Defense Message System (DMS). He knows there are problems with DMS and asked all to keep up with the message system and inform him of current unit personnel e-mail addresses. He gave phone numbers and advised of the non-availability number being the conformation number lodging gave you when no government quarter's available and covered lodging rates for the surrounding areas. All attendees introduced themselves. The value of the board - the information exchange, updates on procedures and equipment, improvement of joint-service relations, and malfunction reduction were stressed. MSG Wagner went over the most current MAM's, GPM's and SOUM's, which are available at the meeting or from MSG Wagner by e-mail. MAM's include messages on G-12 Center Line length, T-10 deployment bag suspension line stow loops, M-1 release bolts, and the fielding of the USL. GPM's address the stitching missing on the Personnel Pack tray and G-11B deployment bag. SOUM's included MIRPS Cones and MIRPS clarification of SOUM 01-01.

Tasks from previous board:

- Type IV connector link; closed, awaiting manual change
- C-17 door bundles; open, 20' static line
- Troop Doors on C-130; open
- M-1 Survey: closed, results still coming
- DD Form 1748-2: Open, working the fire wall
- G-11B/C: closed

3. CW3 Leo Venckus, SBCCOM, Natick, noted his appreciated the attendance of key offices that have been lacking participation in the past. He discussed the commodity overview as follows:

- MIRPS; AF is online and he know there is a unit price problem that will not be corrected until October. Navy is authorized to purchase T-10R's. Other services can only purchase the MIRPS or the canopy of the T-10R.
- MC-4; Paraflight is online for First Article Testing (FAT,) projected by end of February 2001
- Personnel Deployment Bags; Units receiving the deployment bags with the green suspension line stow loops need to try and utilize them. The color does not determine whether the stow loops are to small, not all of them are bad.
- USL does not replace the standard 15' static line
- AR2 with ECP 8 is in depot, they are receiving 100 per month
- AR2 Electronic Test Chamber; Units that still have the analog test chamber need to let CW3 Venckus know so he can determine if there is a need for an overhaul contract to transfer them to a Digital chamber
- Harness are in short supply
- T-10D/MC1-1D will be the T-10C/MC1-1C with the USL
- Type V/Dual Row platforms; 5 yr IDIQ, 21 NSN's to award by April 2001
- Skid Board; large backorder,
- G-12 Centering line
- Current aerial delivery rework
 - o M-1
 - o Tandem Links
 - o EFTC
- Type V unit of issues

The following manuals are under rewrite, revision and review:

- TM 10-1670-286-20&P / TO 13C5-2-41: Sling / Extraction Line Panel, to USAPA 20 Feb 01
- TM 10-1670-268-23&P / TO 13C7-52-22: Type V Platforms
- TM 10-1670-277-23&P / TO 13C5-28-2: 28' Extraction Parachute
- TM 10-1670-280-20&P / TO 13C5-31-2: G-11B Cargo Parachute
 - o Dual row updates (after use) will affect last three TM's; G-11B will be a G-11D with pack differences
- TM 10-1670-272-23&P / TO 14D1-2-463-2: MC1-1B, personnel parachute
- TM 10-1670-292-23&P / TO 14D1-2-466-2: MC1-1C, personnel parachute
- TM 10-1670-293-23&P / TO 14D1-2-466-2: T-10C, personnel parachute
 - o USL updates field comment; CW3 Venckus wants input from the field on changes to TM's. If you don't send your recommendations, then he will put what he feels need to be changed.
- TM 10-1670-287-23&P / TO 14D1-2-468-2: MC-4 complete rewrite
- TM 10-1670-269-23&P / TO 14D1-2-462-2: 24' Chest Reserve, Modified Improved Reserve System (MIRPS)
- TM 10-1670-282-23&P / TO 13C5-30-2: G-14 cargo parachute, Universal Static Line (USL) Inclusion for Door Bundle
- TM 10-1670-278-23&P / TO 13C5-26-2: 15' extraction parachute Universal Deployment Bag
- TM 10-1670-279-23&P / TO 13C5-27-2: 22' extraction parachute Universal Deployment Bag
 - o Universal deployment bag for 15' and 22' used for both drogue and extraction parachutes
- TM 10-1670-299-20&P / TO 14D1-2-470-2: Troop parachute system, personnel parachutist parachute drop bag
- TM 10-1670-300-20&P / TO 14D1-2-469-2: Freefall parachutist parachute drop bag
- TM 10-1670-296-20&P / TO 13C7-49-2: Low Velocity Aerial Delivery Systems, Field inputs and EPJS
- TB 43-0002-43 Maintenance expenditure limits (waiting MC-4 lifecycle study)

Miscellaneous information

- DA pricing incorrect: DA stands firm on the prices; NATICK is working the issue but probably will not be corrected until October
- G-11 deployment bags: This is not a mandatory message
- Manufacturing (Local Sewing Shops): Use the system don't use local sew shops to make/modify equipment
- ROD has changed to the Supply Discrepancy Reports (SDR) send electronically to <https://aeps2.ria.army.mil>
- 3 3/4" Two point link will replace the type IV link in Aerial Delivery field however it will still be used in SOF units and Sling Load. Two-point link will be available with a single NSN.
- M-1 modification is available at depot
- TM's for 22/28' extraction parachute is not correct for proper layout. In a couple of weeks, the TM's should be updated on the LOGSA web site.
- G-14 can be used with 20' static line or the USL on C-17

4. SMSGT Cliff Harmon, HQ AMC, discussed how to get four 16-foot LVADS ON a C-17. The platforms will extend 10 inches pass the hinge on the ramp. With the EPJS only three 16-foot LVADS will fit inside a C-17. The AMC can only drop approved load covered in FM/TO or approved PTP from AMC. HMMWV at 95% fuel is approved for XVIII Airborne Corps and 82nd Airborne Division. The shippers declaration will be used for certification with remarks on the 1748 1.25 gallons removed.

5. MSGT Al Wagner discussed the following FM/TO's have been recently published: FM10-500-77/13C7-55-1 (motorcycles and quad runners), FM 10-550/13C7-22-71 (stinger weapon), and FM 10-552/13C7-22-61 (dragon and javelin missiles). The following FM/TO's are in the working stages: FM 10-500-2 (rigging platforms), FM 10-500-71 (FMTV), FM 10-508 (GATOR), FM 10-516 (DATA), FM 10-517 (HMMWV), AND FM 10-537 (FARES). MSGT Wagner shared that the URL for ADFSD has changed to www.quartermaster.army.mil/adfsd and all FM/TO's are available from this site. The old DD Form 1748 is obsolete, however they were approved for use until exhausted; although if you are jumping the C17 you must use the new DD Form 1748. SBCCOM has the air item list by nomenclature is listed on their website, www.natick.army.mil/immc/airbacgr2.htm, the POC is MSG Barsamian at DSN 236-6413 or paul.barsamian@natick.army.mil. TM/TO's are available on the LOGSA website, www.logsa.army.mil, however they are listed by TM's only.

The 3 3/4" two point link can be use in lieu of the Type IV link on extraction and drogue parachutes. The Type IV link will still be used for riser extension. MSG Wagner noted the USAF policy on foreign jumpers. The AF must be notified prior to the jump, specifically on the JA/ATT request. Note; a Foreign Exchange officer assigned to a US Army unit is not considered a foreign jumper. The AF policy on post mishap procedures is to stop the drop and land. AMC FCIF 00-02-17

states “in event of a mishap or incident do not handle de-rig or move items unless required for safety of flight.” They should discuss this during the J/LM/JM briefing. The MAM 01-03, the bolts on the M-1 release with holes are okay to use, future shipments will not have holes and remember to use self-locking nuts. Which CRRC hydraulic release that will be used is based on weight of the load for those units permitted to use them.

SECOND DAY

6. Mr. John Mahon discussed the MFF and Static Line statistics and there is a .00003 malfunction rate on MFF and .00001 malfunction rate of static line operations. He requests that the AF, Navy, and Marines submit information to him on injury and fatality reports on MFF operations. They are working on the MFF life cycles and have received 16 canopies from around the world and two have failed the test. More tests are on going before a decision will be made on the new lifecycle for MFF canopies but it looks like the life cycle may be shortened.

7. CW2 Jackson stated that the malfunction reports should be standardize for all services and leadership should review them before forwarding them.

8. CW2 Cortez Frazier , New Cumberland Army Depot, stated that New Cumberland could help in the maintenance Of G-11 and G-12 cargo parachutes.

9. In open discussion, the following topics were brought forward:

- There are bad type IV links floating around the system, especially in Europe. There is an old message that address these type IV links that is dated 1988.
- Be aware of receiving air items from the depots. New Cumberland Army Depot is the only depot that has riggers assigned. The other depots do not have qualified personnel to inspect air items and bad equipment is slipping through. Ensure that you are filling out ROD's, SDR's, and QDR's to the appropriate organizations.

10. New taskers that were brought forward:

MSGT Crady, Marine Corps, wants the G-12 for LVAD's added to the FM 10-500-2: USAF Carp Data, ABN board for photos.

11. The next Malfunction Analysis and Review boards are tentatively scheduled for 20-21 JUN 01 and 17-18 OCT 01.

12. Attendees reviewed 90 personnel and equipment malfunctions.

//SIGNED//
ARTHUR WALDO
CW5, QM
Master Airdrop Systems Technician